



5-YEAR TRANSPORTATION PLAN for DOUGLAS COUNTY, NEVADA

FY 2014/2015 through FY 2019/2020

Prepared for: Douglas County Regional Transportation Commission,
Tahoe-Douglas Transportation District Board, and
Douglas County Board of Commissioners

Prepared by: Douglas County Public Works

Final March 19, 2015

I. BACKGROUND INFORMATION

This 5-Year Transportation Plan has been developed to meet the projected short-term transportation needs of Douglas County from the current fiscal year through 2019/2020. The goal of the 5-Year Plan is to provide a safe and efficient transportation system which will facilitate vehicular, bicycle, and pedestrian traffic, within the financial constraints provided by existing funding sources. Projects for which funding has been identified are shown in the Plan with **bold** lettering. Projects that have been identified as being needed but which are unfunded, and projects that will be funded by others, are included in the plan with appropriate notation regarding funding or the lack thereof. The funding spreadsheet at the end of the Plan includes only those projects that are funded or partially funded. Staff updates the 5-Year Transportation Plan annually through a series of public meetings. The Plan was previously updated on March 20, 2014.

This document is a planning guide and is not intended to deliver projects exactly as described by the proposed dates. The Plan is subject to revisions and changes that may be caused by actual versus projected growth rates, identification of additional projects, funding constraints, right-of-way acquisition delays, changing priorities, permitting and environmental issues.

II. IDENTIFICATION OF PROGRAMS AND PROJECTS

The 5-Year Plan consists of seven programs. The projects within each program are generally listed in the order in which staff believes the projects will be constructed, based on information contained in the Master Plan, projected traffic conditions, various planning documents, actions by the Board of County Commissioners and other political and transportation entities, and staff's judgment and knowledge of current conditions in the development and transportation communities. The seven programs are listed below:

1. Routine Maintenance
2. Preventive Maintenance
3. Engineering and Investigation
4. Rehabilitation
5. New Construction and Capacity Improvements
6. Intersection Improvements
7. Transit
8. Bike and Pedestrian Facilities

The ***Routine Maintenance Program*** includes the grading of unpaved roads, grading of shoulders on paved roads, striping, snow removal, patching, and maintenance of drainage ditches and drainage structures, guardrails, traffic control signage, roadside markers, traffic signals, etc.

The ***Preventive Maintenance (or surface seal) Program*** consists of fog seals, slurry seals and chip seals. Surface seals are used to seal the pavement surface and prevent the infiltration of moisture into the base and subgrade, and to slow the degradation of the pavement surface due to weather and traffic. This program can also include asphalt concrete overlays on existing paved roads.

The ***Engineering and Investigation Program*** consist of preliminary field investigation and structural section design (Geotechnical Engineering). This program will be performed in the fiscal year prior to construction so alternatives can be determined and selected and a construction budget can be better quantified in advance. This will also allow for engineering design for the project to start earlier and construction bids to be received in early spring to get better prices.

The **Rehabilitation Program** generally consists of the structural repair of existing paved roads, usually by means of reconstruction. Reconstruction often involves the removal of the existing roadway structural section (pavement, aggregate base, subbase) and the construction of a new structural section. It might also include the recycling of existing pavements for use as base material prior to repaving. It could include the surfacing of unpaved roads, and thick overlays on pavements, as well as bridge repairs and culvert extensions.

The **New Construction & Capacity Improvements Program** includes new road construction and realignment of existing roads. It could also include adding traffic lanes and other improvements that increase the capacity of the existing roads or intersections, or provide improvements for biking, walking, or transit.

The **Intersection Improvement Program** includes the design and construction of traffic signals, roundabouts, and other intersection modifications. It could also include adding traffic lanes and other improvements that increase the capacity of the existing roads or intersections, or provide improvements for biking, walking, or transit.

The **Transit Program** includes projects designed to reduce the number of private vehicles operating on roads within Douglas County, or to facilitate transportation for those who cannot transport themselves (i.e., elderly, disabled, or those who do not own vehicles). The program includes public transit systems and related facilities.

The **Bicycle and Pedestrian Facilities Program** includes paths and walkways for cyclists and pedestrians, bicycle lanes, pedestrian ramps and related improvements.

The projects listed in the 5-Year Transportation Plan have been identified from the following sources:

Public Input

- Input received from the South Shore Transportation Management Association (SS/TMA) and transportation providers at Lake Tahoe
- Douglas County Community Development
- Douglas County Public Works
- Douglas County Master Plan (April 18, 1996 and subsequent updates)
- Douglas County Master Plan Capital Improvements Plan (June 14, 1996)
- Douglas County Board of Commissioners (including development agreements)
- Douglas County Comprehensive Trails Plan (June 5, 2003 and subsequent updates)
- US 395 Southern Sierra Corridor Study (2007)
- 2007 Douglas County Transportation Plan (update to 1996 Transportation Master Plan)
- Douglas County Regional Transportation Commission
- Nevada Department of Transportation
- Town of Gardnerville
- Town of Minden
- Regional Transportation Plan – Mobility 2013, dated December 12, 2012,
- Lake Tahoe Region Bicycle and Pedestrian Plan, 2010
- South Shore Area Plan, September 25, 2013

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
PROJECT COSTS AND FUNDING INFORMATION

Although care was taken to estimate the cost of projects in the 5-Year Plan, actual costs will vary based on engineering testing, detailed analysis and engineering design. The general assumptions and financial constraints used in the preparation of the 5-Year Plan are identified below:

A.	Gas tax revenues and building permit revenues are assumed to be flat (no growth.)
B.	Salaries and benefits are expected to grow at a rate of 1% per year.
C.	Project costs have been estimated in current dollars.
D.	Roadway maintenance costs, including grading of gravel roads, grading of shoulders, striping, patching, routine traffic signal maintenance, sign maintenance, snow plowing, etc., are included in the 5-Year Plan. The Road Maintenance Department performs this work, except for snow removal at Lake Tahoe, which is done by private contractors and paid for from Road Maintenance Department funds (6.35-cent gas tax). The road maintenance operational costs for the Carson Valley and Topaz Lake areas are funded from the mandatory gasoline tax (6.35 cents/gallon) and the 1% room tax collected in the Carson Valley. Road maintenance costs at Lake Tahoe were historically funded from the 1% room tax collected at the Lake. However, beginning in FY 11/12 the road maintenance costs at Lake Tahoe have been paid from the 6.35-cent gasoline sales tax and the 1% room tax collected in the Carson Valley. The Board of Commissioners approved a transfer of \$191,000 from the General Fund to the 6.35 cent gas tax fund for use by the Road Maintenance Division for routine maintenance for FY 12/13, primarily for items such as paint, asphalt patching material and crack filling material, and increased the (annual and ongoing) transfer to \$214,343 beginning in FY 13/14.
E.	The \$3,000,000 Highway Bond proceeds were utilized for projects on a countywide basis as approved by the RTC and Board of Commissioners. Debt service on the bond is paid from the 4-cent Gas Tax. The debt payments (approximately \$224,000/year) are scheduled to end in FY 2017-2018.
F.	Debt service for the bond for the parking garage at Stateline is paid from the 1% TOT collected at Lake Tahoe. Debt service on the bond (approximately \$289,000/year) is scheduled to end in FY 2019-2020.
G.	NRS 244.33512 allows the 1% room tax to be used for transit projects.
H.	The use of mitigation funds for construction of improvements, operations and maintenance, purchase of equipment, engineering design of improvements, etc., is addressed in TRPA's Air and Water Quality Mitigation Fund Release Policy Guidelines approved by the TRPA Governing Board June 23, 2010.

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
PROJECT COSTS AND FUNDING INFORMATION

I.	For some of the Transit and Bicycle/Pedestrian facilities, staff has assumed that alternative funding sources (such as grants) will provide much of the funding, with matching funds provided by the County. Many of these projects will likely not be realized without grant funding.
J.	NRS Chapters 365, 366, 373, and 377A allow the 4-cent gasoline tax to be used for patching, chip seals, slurry seals, general maintenance, etc.
K.	The Board approved a transfer of \$140,000 from property taxes to the Regional Transportation Commission (RTC) in FY 12/13 and increased the transfer for FY 13/14 to \$393,743 plus an additional \$655,895 for a total of \$1,053,638 in FY 13/14.
L.	The Board of Commissioners approved the \$500/unit residential construction tax with Ordinance No. 97-769 following approval by the voters in 1996. This applies to individual apartment units, townhouses and condominiums. The ordinance allows the money collected to be used for construction and maintenance of street and highway projects. Historically this money has been used for chip seals, slurry seals and overlays.
M.	The Board of Commissioners approved the \$0.50/SF commercial construction tax with Ordinance No. 2004-1063. The ordinance allows the money collected to be used for construction and maintenance of street and highway projects. Historically this money has been used for chip seals, slurry seals and overlays.

Roads = Douglas County Road Department; **DCPW** = Douglas County Public Works; **Parks** = Douglas County Parks Department; **RTC** = Regional Transportation Commission
DCCD = Douglas County Community Development; **2007 DCTP** = 2007 Douglas County Transportation Plan; **CAMPO** = Carson Area Metropolitan Planning Organization;
Public = Public Input; **CIP** = 1996 Capital Improvement Program; **BCC** = Board of County Commissioners; **1996 MP** = 1996 Master Plan;
GARD = Town of Gardnerville; **Minden** = Town of Minden; **DC School** – Douglas County School District; **BCC** = Douglas County Board of Commissioners
US395 Study = US 395 Southern Sierra Corridor Study; **TRPA** = Tahoe Regional Planning Agency; **2008 & 2012 RSA's** = NDOT Road Safety Audits;
NDOT = Nevada Dept. of Transportation (Annual Work Program); **NDOT LRE** = NDOT Long Range Element for Douglas County;
TTD – Tahoe Transportation District; **LTRPBB** = Lake Tahoe Region Bicycle and Pedestrian Plan, 2010; **TMPO** – Tahoe Metropolitan Planning Organization;
SSTMA = South Shore Transportation Management Association; **SSAP** = South Shore Area Plan; **NEEDS** = 1998 Transportation Needs Assessment;

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
CHANGES MADE TO THE 5-YEAR PLAN

PROJECT DESCRIPTION	REASON FOR DELETION
Virginia Canal Structure on Muller Parkway	Improvements were completed in 2014.
2014 Road Seal and Overlay Project	Improvements were completed in 2014.
Engineering Design of Waterloo Lane Reconstruction between SR88 and SR756	Design has been initiated and will be completed in early 2014.
Vehicle detection upgrades at various traffic signal locations	Project to be completed in Spring 2015

PROJECT DESCRIPTION	REASON FOR ADDITION
Geotechnical Engineering	Goal to have engineering done in FY prior to construction
Johnson Lane and Fish Spring Flood Improvements	Requested by BOCC Fall of 2014
SR 756 Bike Lane widening from Cottonwood Bridge to Waterloo at Lampe	Successful TAP grant application to NDOT
Construct Class II bike lanes from US 50 from Stateline to Kahle Drive	Tahoe BPP plan Funded by NDOT
Class 1 Multi-Use Trail to connect Kahle Community Park with the US 50 Kahle Drive Intersection.	Included in the Burke Creek-Rabe Meadow Complex Mater Plan. Requested by the SSTMA
Zephyr Cove Campground to Zephyr Cove Stables Multi Use Trail Extension to Warrior Way	Request by SSTMA

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN

Current Year Projects

PROJECT DESCRIPTION	STATUS
2014 Road Seal and Overlay Project	Improvements were completed in 2014.
Waterloo Lane #1 Rehab Engineering Design Contract	Engineer plans are finalized, need to find funding.
Waterloo Signal Project and Intersection ADA upgrades	Project ready to be advertised.
Johnson Lane Erosion Repair Project	Project bids opened February 2, 2015. Crocket Const. was low bid.
Topaz Lake Area wide drainage study	Final report is due early March. ROA Engineers
Waterloo Culvert Replacement	Project bids opened January 14, 2015 finished Feb. 4th. Sierra View Equipment
Waterloo (SR756 to US395) Geotechnical Investigation and Pavement Design	Recommendations to be ready by March. Eastern Sierra Engineers
Toler Lane Geotechnical Investigation and Pavement Design	Recommendations to be ready by March. Eastern Sierra Engineers
Jacks Valley Road Geotechnical Investigation and Pavement Design	Recommendations to be ready by March. Eastern Sierra Engineers
Buckeye Road Geotechnical Investigation and Pavement Design	Recommendations to be ready by March. Eastern Sierra Engineers
Waterloo (SR756 to US395) Rehabilitation and Curb & Gutter Replacement	Design is underway. Construction scheduled for early summer, Eastern Sierra
Vehicle detection upgrades at various traffic signal locations	Project is in progress and will be completed by spring 2015.

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
ROUTINE MAINTENANCE PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
1	General road maintenance including grading of unpaved roads, shouldering, striping, snow removal, patching, maintenance of drainage improvements to guardrails, signage, traffic signals, equipment purchases, crack seal material, etc. (Road Maintenance Division budget)	\$1,416,343	FY 15/16	Roads	\$1,416,343	Funding includes estimated \$1,130,000 from 6.35 cent gas tax plus \$72,000 in TOT collected in the Carson Valley plus \$214,343 transfer from property tax. Includes snow plowing and power bills for Tahoe since FY 10/11. Total estimated cost includes Salaries, benefits and insurance for personnel.
		\$1,416,343	FY 16/17	Roads	\$1,416,343	
		\$1,416,343	FY 17/18	Roads	\$1,416,343	
		\$1,416,343	FY 18/19	Roads	\$1,416,343	
		\$1,416,343	FY 19/20	Roads	\$1,416,343	
2	Stateline Storm water System The current contract with H2O to clean the system is good through June 30, 2015. Our average annual assessment for the Association is \$3,000 and is based on our contributing area of storm drain runoff. Starting July 1, 2011.	\$15,000	ONGOING/ANNUAL	DCPW	\$15,000	Current contract cost to clean DC facilities is \$9,260 annually. Previous assessments for Assoc. were \$8,208 on 7/1/06, \$5,915 on 4/14/09, and \$8,872 on 9/14/11. Shifted from TDTD to Road Dept.
3	Snow removal for the Stateline parking garage.	\$25,000	ONGOING/ANNUAL	Parks	\$25,000	Funding continues to be from the TDTD to reimburse the Parks Department for snow removal. The garage provides parking for transit users and others.

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
PREVENTATIVE MAINTENANCE PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
1	Road Seal/Overlay: (LIST 2016 ROADWAYS FROM PCI TABLE)	\$700,000	FY 15/16	DCPW	\$700,000	Award contract in spring for construction in summer of 2016. Road Muller Parkway South, Johnson Lane, Stephanie, Kimmerling, Dresslerville. Subject to change.
2	Road Seal/Overlay: (LIST 2017 ROADWAYS FROM PCI TABLE)	\$800,000	FY 16/17	DCPW	\$800,000	Award contract in spring for construction in summer of 2017. Road list is needed.
3	Road Seal/Overlay: (LIST 2018 ROADWAYS FROM PCI TABLE)	\$900,000	FY 17/18	DCPW	\$900,000	Award contract in spring for construction in summer of 2018. Road list is needed.
4	Road Seal/Overlay: (LIST 2019 ROADWAYS FROM PCI TABLE)	\$1,000,000	FY 18/19	DCPW	\$1,000,000	Award contract in spring for construction in summer of 2019. Road list is needed.
5	Road Seal/Overlay: (LIST 2020 ROADWAYS FROM PCI TABLE)	\$1,000,000	FY 19/20	DCPW	\$1,000,000	Award contract in spring for construction in summer of 2020. Road list is needed.

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
ENGINEERING AND INVESTIGATION PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
1	Geotechnical Engineering on various roadways for budget planning	\$200,000	FY 15/16	DCPW	\$200,000	Roads to be determined from PCI priority
2	Geotechnical Engineering on various roadways for budget planning	\$80,000	FY 16/17	DCPW	\$80,000	Roads to be determined from PCI priority
3	Geotechnical Engineering on various roadways for budget planning	\$200,000	FY 17/18	DCPW	\$200,000	Roads to be determined from PCI priority
4	Geotechnical Engineering on various roadways for budget planning	\$200,000	FY 18/19	DCPW	\$200,000	Roads to be determined from PCI priority
5	Geotechnical Engineering on various roadways for budget planning	\$200,000	FY 18/19	DCPW	\$200,000	Roads to be determined from PCI priority
6	Geotechnical Engineering on various roadways for budget planning	\$200,000	FY 19/20	DCPW	\$200,000	Roads to be determined from PCI priority

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
REHABILITATION AND RECONSTRUCTION PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
1	Toler Road from Elges Lane to Willow Creek – Recycle existing pavement and construct new pavement.	\$1,000,000	FY 15/16	DCPW	\$1,000,000	Award contract in spring for construction in summer of 2015. Project in design, construction dependent on final cost estimate.
2	Buckeye Road from Heybourne Road To Orchard Road – Recycle existing pavement and construct new pavement.	\$1,250,000	FY 16/17	DCPW	\$1,250,000	Award contract in spring for construction in summer of 2016. Project in design, construction dependent on final cost estimate.
3	Jacks Valley Road – Recycle existing pavement and construct new pavement.	\$1,600,000	FY 15/16 & 16/17	DCPW	\$1,600,000	Award contracts in spring for construction in summer of 2016 & 2017. Project in design 2015, construction dependent on final cost estimate. Two sections.
4	Pioneer Trail Ranch subdivision. Import gravel or AC grindings.	\$100,000	FY 15/16	DCPW	\$100,000	Roads turn to mud in winter with excessive moisture.
5	Waterloo Lane from SR756 Centerville Road to US 395. Failed pavement, heaved curb and gutter.	\$700,000	FY 15/16	DCPW	\$700,000	Geotech and Design to start 1/15. Advertise for Construction 6/15.
6	Bridge and culvert improvements; Existing culverts end at edge of pavement.	\$350,000	FY 15/16	DCPW/NDOT LRE	\$350,000	Either extend existing double-barrel culvert or replace with a single box culvert.
7	Bridge & culvert improvements; upgrade bridge rails, or lengthen culverts. Possible guardrail work. Locations to be determined.	Undetermined	FY 15/16	DCPW	\$60,000	Waterloo #1 Culvert upgraded Feb 2015. B-1330 on Mottsville Lane, and B-1601 on Centerville Lane are included in the NDOT 2009 work program, \$150K each. Check with NDOT re: status of bridge projects and possible inclusion.
		Undetermined	FY 16/17	DCPW	\$60,000	
		Undetermined	FY 17/18	DCPW	\$60,000	
		Undetermined	FY 18/19	DCPW	\$60,000	
		Undetermined	FY 19/20	DCPW	\$60,000	
8	Drainage improvements to Fredericksburg Road at Foothill intersection.	\$90,000	FY 15/16	RTC	\$90,000	Direction from RTC at March 21, 2013 BCC meeting.
9	Rehabilitation of collector roads, specific roads to be determined.	\$600,000	FY 16/17	DCPW	\$600,000	Potential roads include Dresslerville Rd from SR756 to Riverview Drive, Mottsville Ln, Centerville Ln west of SR88, Fredricksburge to CA
		\$800,000	FY 17/18		\$800,000	
		\$850,000	FY 18/19	DCPW	\$850,000	
		\$1,050,000	FY 19/20	DCPW	\$1,050,000	
10	2014 Food Damage Repair	\$75,000	FY 15/16	DCPW/BOCC	\$75,000	Johnson Lane and Fish Spring Flood Issues UNFUNDED.

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
REHABILITATION AND RECONSTRUCTION PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
11	Waterloo Lane from SR 756 to SR 88; reconstruct within existing R/W.	\$2,300,000	Undetermined	DCPW	\$2,300,000	Project is under design. Construction is currently UNFUNDED.
12	SR 88 Seismic Retrofit, Scour Countermeasures and bridge rehab for Structures B-553, B-575, B-580, B-578 and B-627	\$200,000	FY 17/18	NDOT	\$0	Project is part of the NDOT Statewide Transportation Improvement Program
13	Vista Grande Boulevard; from 300' south of the James Lee Park entrance north to Peridot Court.	\$1,200,000	Undetermined	DCPW	\$1,200,000*	Reconstruct and widen, curb, gutter, sidewalk and storm drain. * - Project will be funded with Redevelopment funds, not RTC funds, with Board approval 2014.
14	Kahle Drive; Reconstruct roadway to complete street improvement. TRPA has \$26,000 available for Bike/ped facilities or sidewalks on Kahle (Added to Plan in 1998)	\$900,000	Undetermined	DCPW	Undetermined	Reconstruct road with cost sharing from the forthcoming project. Need geotechnical evaluation. UNFUNDED except sidewalks. Concurrent with development.
15	Plymouth Drive from US 395 to the IHGID boundary at Tennant Lane; Repave, possible new C&G, sidewalk.	Undetermined	Undetermined	DCPW	Undetermined	Possible transfer of maintenance responsibilities for this road to IHGID after rehabilitation. UNFUNDED
16	Dump Road from the NDOT station entrance to the landfill entrance. Reconstruct to collector road standards.	Undetermined	Undetermined	DCPW	Undetermined	Geotechnical report shows this road has no aggregate base. Possible funding from landfill franchise fees. UNFUNDED.
17	Tillman Lane from Kimmerling South; improve drainage system; Existing system is inadequate.	Undetermined	Undetermined	Undetermined	Undetermined	Possible cost sharing with GRGID. Need to improve drainage system before reconstruction of the road. UNFUNDED
18	Tillman Lane from Kimmerling South; Reconstruct pavement section.	Undetermined	Undetermined	DCPW	Undetermined	Pavement failed. Reconstruct road after improvement of drainage system. UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
REHABILITATION AND RECONSTRUCTION PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
19	Dresslerville Indian Community; Reconstruct county-maintained roads.	\$740,000	FY 15/16/17	DCPW/NDOT TTP	\$0	Reconstruct roads. Coordinate with the Tribe. NDOT to do RSA 2015 also in NDOT Statewide Transportation Improvement Program. Tribal Transortation Program
20	County Road from SR88 to US395; Construct storm drain along County Road.	Undetermined	Undetermined	CIP	Undetermined	Cannot be connected to Town's enhancement drainage project. UNFUNDED
21	Saratoga Street #1 from Vicky lane east to the end of pavement at Armil	Undetermined	Undetermined	BCC	Undetermined	Reconstruct to standards following sewer construction. UNFUNDED
22	Lupo Lane Drainage Improvements upsize culvert and stabilize drainage channel.	\$70,000	Undetermined	DCPW	\$70,000	Lupo was damaged by flooding In January 2006. Will design in-house. UNFUNDED
23	Topaz Culvert Improvements	\$300,000	Undetermined	DCPW	\$300,000	Improvements based on 2014 Topaz Drainage Study. UNFUNDED
24	Reconstruct Agate Court, Calcite Circle, Tourmaline Way, Carnelian Way, Basalt Drive, Tourmaline Drive and Granite Court.	Undetermined	Undetermined	DCPW	Undetermined	These roads are in the "donut hole" of the Indian Hills GID. Reconstruct using Redevelopment funds and give to IHGID for maintenance. UNFUNDED
25	Pinenut Road #2 – rehab with AC Grindings or millings.	Undetermined	Undetermined	Public	Undetermined	The County has received a number of requests regarding this road. UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
NEW CONSTRUCTION & CAPACITY IMPROVEMENTS PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
1	Vista Grande Blvd. road extension; construct from Jacks Valley Rd. north to meet existing pavement. Possible participation by NDOT to improve the US 395 corridor.	\$1,800,000	FY 16/17	2007 DCTP	\$1,800,000	Needed to maintain LOS C on county roads per the 2001 DCTP. Provides alternative north/south route parallel to US 395. It is to be funded with Redevelopment funds. Need easement or land transfer from the USFS. UNFUNDED
2	Zerolene Road, construct 2-lane minor collector from US 395 to Heybourne Road. County will acquire a small triangle of Right-of-way at the 395/Zerolene intersection. The Ranch must construct Zerolene by 2024.	\$3,900,000	2015 – 2024	2007 DCTP	\$15,000	Needed to maintain LOS C on county roads per 2007 DCTP. Right-of-way acquisition by the Ranch at Gardnerville". See Ord. 2012-1371 for phasing timing. UNFUNDED
3	North County – Construct new roads to serve commercial development. Needed to maintain LOS C on county roads per 2007 DCTP.	\$3,100,000	FY 16/17	2007 DCTP	\$250,000	Design and construction by developers. County Funding from North County deferred revenue account. Other funding by developer. FUNDED BY OTHERS
		\$3,000,000	FY 17/18	2007 DCTP	\$250,000	
4	Bridge/culvert on East Valley Road for Johnson Lane Wash with a new structure. Construct bridge before EVR extension.	\$250,000	Undetermined	DCPW	\$250,000	Replace existing dip section with bridge, or ConSpan arch culvert. Drainage analysis completed, but Construction is UNFUNDED.
5	East Valley Road extension, from Fremont Street northwest to East Valley Road south of Johnson Lane; construct new all-weather road from AC grindings.	\$90,000	Undetermined	Undetermined	\$90,000	\$90K contract to construct subgrade, \$30K to Roads to place AC grindings. UNFUNDED
		\$30,000	Undetermined	Undetermined	\$30,000	
6	Construct left turn lane on Pinenut Road eastbound at Sawmill Road. Old Sawmill Park contributed \$8,400 on 5/4/09 toward these improvements.	Undetermined	Undetermined	DCPW	Undetermined	Identified as needed by traffic studies for Old Sawmill Park (Pete Beekhof) and Sawmill Road Properties (David Williams). UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
NEW CONSTRUCTION & CAPACITY IMPROVEMENTS PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
7	Muller Parkway "B", from the eastern boundary of Nevada LLC (approx. 2400' east of US395) to the eastern boundary of Park Cattle Co. (Monterra Subd.) 4-lane divided roadway, approx. 4300 feet. B1 must be constructed no later than Aug. 31, 2017. B2 must be constructed no later than Aug. 31, 2021	Undetermined	2017-2021	2007 DCTP	\$0	Monterra must build this per Ord. No. 2009-1300, the 2nd Amendment to their development agreement. The Ranch at G'Ville may have some responsibility for this segment Ord. 2012-1377 extended the time frame for the road improvements. FUNDED BY OTHERS
8	Muller Parkway "C", from the eastern Boundary of Monterra subdivision to Buckeye Rd. Construct 4-lane divided roadway. Length approx. 6400 feet. Needed to maintain LOS C on county roads. The County's obligation to the H&S property. construct is tied	\$4,300,000	Undetermined	2007 DCTP	\$2,200,000	County must build 2 lanes, rural standard, within 7 years of ROW conveyance, and reimburse Park for relocating the slough on APN 1320-28-000-011, per Ordinance 2004R-1097. However, Ord. 2013-1391 repealed the Ashland Park Development Agreement, which could affect Ord. 2004R-1097 per the Distr. Att.
9	Muller Parkway "D", from Buckeye Rd. south to H&S development north of Toler. Construct 4-lane divided roadway. Length approx. 6100 feet. Ord. 2013-1391 repealed the Ashland Park Development Agreement, and could affect Ord. 2004R-1097.	\$4,100,000	Undetermined	2007 DCTP	\$2,100,000	County must build 2 lanes, rural standard, within 5 years of ROW Conveyance per Ord. 2004R-1097 Needed to maintain LOS C or D. Future R/W shown on Park Cattle Co. record of survey document #732299. UNFUNDED
10	Muller Parkway "E", through H&S property south to Toler Lane and east of Stodick Park. Construct 4-lane divided roadway. Length approx. 2800 feet. There is no R/W for these improvements. This affects the timing of segments C & D under Ord. 2004R-1097.	\$2,000,000	Undetermined	2007 DCTP	\$1,000,000	H&S was required to build the Westerly 2 lanes per Ord. No. 2004-1098. However, the Ashland Park approval expired 1/18/13 and Ord. 2013-1391 repealed the development agreement. Needed to maintain LOS C. UNFUNDED.

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
NEW CONSTRUCTION & CAPACITY IMPROVEMENTS PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
11	Muller Parkway "G", through Virginia Ranch subdivision from Stodick Estates South to Grant Avenue. Construct 4-lane divided roadway. Length approx. 5600 feet. To be constructed by Virginia Ranch "as needed in phases" per the Settlement Agreement.	Undetermined	Undetermined	2007 DCTP	\$0	Construction by developer. Needed to maintain LOS C on county roads. Refer to the Settlement Agreement dated February 19, 2009. FUNDED BY OTHERS
12	Muller Parkway "H" from Grant Avenue to Virginia Ranch Road. Construct 4-lane divided roadway, length 1400'. Easterly 2 lanes to be constructed by Virginia Ranch "as needed in phases" per the Settlement Agreement.	Undetermined	Undetermined	2007 DCTP	\$0	Westerly 2 lanes were constructed in 2012 by Virginia Ranch with the Wal-Mart improvements. FUNDED BY OTHERS
13	Muller Parkway "I" from Virginia Ranch to the Virginia Canal. Construct 4-lane divided roadway, length 800'. The Virginia Ranch Development is required to construct the easterly 2 lanes by December 2, 2014 via its Agreement with the Gardnerville Town Water Company.	Undetermined	2014		Undetermined	County is currently completing the westerly 2 lanes and the canal crossing. See Agreement recorded as document # 0729278, required as a condition of approval of the Town Water Company improvements to 1220-10-501-003. County may need to extend the Virginia Canal box culverts. PARTLY FUNDED BY OTHERS & PARTLY UNFUNDED
14	Muller Parkway "J" from the Virginia Canal south to the roundabout at Pinenut Road. Construct 4-lane divided roadway, length 1,000'. Future development fronting this road segment will construct the easterly 2 lanes.	Undetermined	Undetermined	2007 DCTP	\$0	Peri Enterprises constructed the westerly 2 lanes in 2012 under a development agreement with the County. FUNDED BY OTHERS
15	Third through lane on US 395 southbound at Jacks Valley Road (AKA US 395 #1)	Undetermined	Undetermined	2007 DCTP/US395 Study/NDOT LRE	Undetermined	Project identified as a near-term improvement in NDOT's US 395 Southern Sierra Corridor Study and the 2007 DCTP. UNFUNDED
16	Truck climbing lane on US 395 from Mica Dr. to N. Sunridge Dr.	\$660,000	Undetermined	2007 DCTP/US395 Study/NDOT LRE	Undetermined	Project identified as a near-term improvement in NDOT's US 395 Southern Sierra Corridor Study and the 2007 DCTP. UNFUNDED
17	Klauber Way from Ironwood Drive to Muller Lane; construct connecting street.	Undetermined	Undetermined	DCCD	Undetermined	Some right-of-way exists. Additional R.O.W. forthcoming from Mr. Bruce. Construct after installation of signal at Muller. UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
NEW CONSTRUCTION & CAPACITY IMPROVEMENTS PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
18	Ironwood Drive Extension from Lucerne Street in Minden east to Heybourne Road. Construct as a 2-lane minor collector.	\$4,200,000	Undetermined	2007 DCTP	\$0	Construct concurrent with development, by development. Needed to maintain LOS C on County roads per 2007 DCTP. Reevaluate need with MP update. UNFUNDED
19	Heybourne Road Extension from Stephanie Way to Johnson Lane	\$6,000,000	Undetermined	2007 DCTP	Undetermined	Project identified as needed to maintain LOS C on county roads per 2007 DCTP. UNFUNDED
20	East Valley Road from Downs Drive north to Stephanie Way; improve to 2-lane minor collector standards per Master Plan Length approx. 2,600 feet.	Undetermined	Undetermined	2007 DCTP	\$0	Construction concurrent with development, by development. Improve to standards. UNFUNDED
21	East Valley Road from Stockyard Road north to Johnson Lane. Construct to 2-lane major collector, per Master Plan; Length approx. 19,600 feet.	Undetermined	2016-2017	2007 DCTP	Undetermined	Sunrise Pass Road. Needed to maintain LOS C per 2007 DCTP. UNFUNDED
22	US 50 South Shore Community Revitalization Project. This project would realign existing US Hwy 50 along Lake Parkway East. The Tahoe Transportation District (TTD) is the lead agency.	\$72,000,000	2016-2020	TRPA/NDOT	Undetermined	BCC approved the Project Charter July 16, 2009. Construction time-frame uncertain. NDOT will own the new alignment and county will be asked to accept the old US 50. UNFUNDED
23	High School Street from Gilman Avenue to Courthouse Street. Length approx. 1350 feet.	Undetermined	2016-2030	GARD/2007 DCTP	\$0	Requested by the Town. Needed to maintain LOS C per 2007 DCTP. UNFUNDED
24	Dresslerville Road from Tillman Lane to Centerville Road; widen to 4-lane collector.	\$1,600,000	2016-2030	2007 DCTP	Undetermined	Per old MP, implement when ADT on Dresslerville Road exceeds 8800. 2012 ADT was 6800. Needed to maintain LOS C on county roads per 2007 DCTP. Reevaluate trigger with MP update. UNFUNDED
25	Heybourne Road #1 - from Meridian Blvd. south to Muller Parkway. Construct to collector standards.	Undetermined	2016-2030	DC School/2007 DCTP	Undetermined	Needed to maintain LOS C on county roads per 2007 DCTP. Need right-of-way. Needed to maintain LOS C on county roads per 2007 DCTP. UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
NEW CONSTRUCTION & CAPACITY IMPROVEMENTS PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
26	Heybourne Road #2 – from Muller Parkway south to Gilman Avenue. Heybourne north of Buckeye must be completed to rural standards by 2017, and to urban standards by 2021 by Monterra. The schedule for The Ranch was modified by the Board on Oct. 4, 2012	Undetermined	2016-2030	2007 DCTP	\$0	Monterra subd. is required to construct south to Buckeye Road per Ord. No. 2012-1377. “The Ranch at Gardnerville” will construct from Buckeye Road to Gilman Avenue in phases with construction of the subdivision improvements. See Ord. 2012-1371. Needed to maintain LOS C on county roads or D on NDOT roads per 2007 DCTP. FUNDED BY OTHERS
27	Heybourne Road #3 – from Gilman Avenue east to Muller Parkway.	Undetermined	2016-2030	2007 DCTP	\$0	Construction by future development. Needed to maintain LOS C on county roads per the 2007 DCTP. UNFUNDED
28	East Valley Road Realignment, from Toler Lane south to East Valley Road	\$3,000,000	2016-2030	2007 DCTP	Undetermined	Needed to maintain LOS C on county roads per the 2007 DCTP. UNFUNDED
29	Sixth Street from US395 to the Heybourne Road/Buckeye Road intersection; widen to 4-lane collector	\$1,600,000	2016-2030	2007 DCTP	Undetermined	Concurrent with construction of Heybourne Road #1 and #2 above. Needed to maintain LOS C on county roads per the 2007 DCTP. UNFUNDED
30	Waterloo Lane from SR88 to US395 at Stodick Parkway; construct 2-lane collector.	\$23,600,000	2016-2030	2007 DCTP	Undetermined	Implement with adjacent development. Needed to maintain LOS C on county roads per 2007 DCTP. UNFUNDED
31	State Route 88 from County Road to Waterloo/Mottsville Lane; widen to 4 lanes	\$11,900,000	2016 - 2030	2007 DCTP/NDOT LRE	\$0	Needed to maintain LOS C on county roads or LOS D on state roads per 2007 DCTP.
32	State Route 88 from Waterloo/Mottsville Ln south to Kimmerling Road; widen to 4 lanes	\$12,500,000	2016 - 2030	2007 DCTP	\$0	Needed to maintain LOS C on county roads or LOS D on state roads. UNFUNDED
33	SR756 from Dresslerville Road to Waterloo Extension; widen to 4-lane major collector	\$11,400,000	2016 - 2030	2007 DCTP/NDOT LRE	\$0	NDOT responsibility. Needed to maintain LOS C on county roads or LOS D on NDOT roads. UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
NEW CONSTRUCTION & CAPACITY IMPROVEMENTS PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
34	Johnson Lane from US395 to Vicky Lane; widen to 4 lane major collector	\$15,700,000	2016 - 2030	2007 DCTP/NDOT LRE	Undetermined	Needed to maintain LOS C on county roads per 2007 DCTP. UNFUNDED
35	Drayton Blvd from Pleasantview Drive south to the Aloha Ranch subdivision entrance, including masonry sound walls. Construct as a 2-lane collector.	Undetermined	2020 – 2030	2007 DCTP	Undetermined	Aloha Ranch subdivision has given \$33,333.33 (3 permits) and will contribute \$11,904.76 for next 14 permits for a total of \$200,000. County must construct Drayton within 10 years of final (17th) payment, per Ord. 2008-1268. UNFUNDED
36	Drayton Boulevard from Kimmerling Rd to Aloha Ranch subdivision entrance; construct 2-lane collector	Undetermined	2020 - 2030	2007 DCTP	Undetermined	Concurrent with development, by development. Needed to maintain LOS C on county roads per the 2007 DCTP. UNFUNDED
37	Genoa Lane Realignment, to match Airport road alignment	\$3,400,000	2016-2030	2007 DCTP	\$0	Needed per 2007 DCTP to maintain LOS C on county roads or LOS D on state roads. NDOT responsible. UNFUNDED.
38	East Valley Road connection, from East Valley south of Pinenut Road South to US 395.	\$10,000,000	2016-2030	2007 DCTP	Undetermined	Needed per 2007 DCTP to maintain LOS C on county roads. UNFUNDED
39	South Ranchos Connection, from Dressler Lane to the East Ranchos Connection.	\$6,600,000	2016-2030	2007 DCTP	Undetermined	Needed per 2007 DCTP to maintain LOS C on county roads. UNFUNDED
40	East Ranchos Connection, from Long Valley Road to US 395, 2-lane major Collector	\$15,000,000	2016-2030	2007 DCTP	Undetermined	Needed per 2007 DCTP to maintain LOS C on county roads. UNFUNDED
41	Dressler Lane Connection, from US 395 to SR 88/Fairview Lane. Construct as major collector.	\$40,700,000	2016-2030	2007 DCTP/NDOT LRE	\$0	Needed per 2007 DCTP to maintain LOS C on county roads or LOS D on state roads. UNFUNDED
42	Vicky Lane from Johnson Lane south to intersection with East Valley Road (AKA East Valley Road connection)	\$15,900,000	2016-2030	2007 DCTP	Undetermined	Need right-of-way. Construct after completion of East Valley Road through to Johnson Lane. Needed to maintain LOS C on County roads per the 2007 DCTP. UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
NEW CONSTRUCTION & CAPACITY IMPROVEMENTS PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
43	US 395 Corridor improvements #2, from Jacks Valley Road to CC county line, incl. frontage roads, new freeway section, Topsy grade separation & Jacks Valley Rd interchange.	\$130,200,000	2016-2030	2007 DCTP	\$0	Needed to maintain LOS C on county roads or LOS D on state roads per the 2007 DCTP. UNFUNDED
44	US395 from SR88 to Jacks Valley Rd.; construct frontage roads and 4-lane freeway. (AKA US 395 #3 6-lanes)	\$138,500,000	2016-2030	2007 DCTP/NDOT LRE	Undetermined	Needed to maintain LOS C on county roads or LOS D on state roads per the 2007 DCTP. UNFUNDED
45	US 395 Westside Bypass, from south of Genoa Lane to north of Waterloo Lane. (AKA US 395 #4)	\$39,500,000	2016-2030	2007 DCTP	Undetermined	Needed to maintain LOS C on county roads or LOS D on state roads per the 2007 DCTP. UNFUNDED
46	US 395 from Pinenut Road to Palomino Dr. Widen to 5 lanes. (AKA US 395 #5) NDOT responsible.	\$29,100,000	2016-2030	2007 DCTP/NDOT LRE	\$0	Needed per 2007 DCTP to maintain LOS C on county roads or LOS D on state roads. UNFUNDED
47	Carson Valley Bypass; Alignment east of the Carson Valley, largely through public lands from south of Pinenut Road to Carson Freeway.	\$268,000,000	Beyond 2030	BCC/2007 DCTP/US 395 STUDY/NDOT LRE	Undetermined	This project was added at the direction of the Board of the Commissioners on March 2, 2000. It is also included in the NDOT US 395 Study. UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
INTERSECTION IMPROVEMENT PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
1	Waterloo Lane/US 395 intersection; Restripe and modify traffic signal to provide dual left turn lanes eastbound on Waterloo Lane. Realign signal heads.	\$40,000	FY 2014/2015/2016	DCPW	\$40,000	Needed per Solaegui traffic study for the new Community Center with participation by the project of 3.25% of project cost per the conditions of project approval. Project is currently in design.
2	Zerolene Road/US 395 intersection;	\$15,000	FY 2015/16	DCPW	\$15,000	Acquire R/W on NE corner. R/W needed to construct the Zerolene improvements required of The Ranch at Gardnerville.
3	Airport Road/US 395 intersection; Construct offset northbound right turn lane.	200,000	FY 2015/16	2012 RSA	\$36,320	Needed per NDOT RSA. NDOT Agreement has been signed .
4	Acceleration lane on US 395 northbound at Johnson Lane and Stephanie. Possible construction by NDOT concurrent with the safety improvements at Airport Road.	\$715,000	FY 2016/17	2007 DCTP/US395 Study	\$0	Construction by NDOT. Identified as a near-term improvement by the US 395 Southern Sierra Corridor Study. UNFUNDED
5	Centerville Road/SR88 intersection; Construct traffic signal or roundabout Monitor for signal warrants.	Undetermined	Undetermined	RTC/2012 RSA	Undetermined	Traffic signal identified by RTC at February 12, 2004 meeting. 2012 RSA recommends considering a roundabout. UNFUNDED
6	SR756 at Waterloo Ln.; right-turn lane on SR756 northbound at Waterloo Lane.	\$30,000	Undetermined	DCPW/2012 RSA	\$0	Not needed if roundabout is constructed at this location. UNFUNDED
7	Muller Parkway/US 395 intersection; Construct traffic signal or roundabout; Signal poles have been installed and Mast arms are in storage at Roads yard.	\$150,000	Undetermined	DCCD	Undetermined	Request new signal warrants study when Heybourne Road Connects to Muller Parkway. UNFUNDED
8	State Route 88 intersections; Waterloo/Mottsville, Centerville Road, Kimmerling Rd; lengthen turn lanes on highway, possible acceleration lanes	Undetermined	Undetermined	1996MP/2007 DCTP	Undetermined	Monitor NDOT studies annually. Awaiting NDOT SR88 corridor study. Request NDOT Corridor Study. UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
INTERSECTION IMPROVEMENT PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
9	Lucerne Street/US 395 intersection; Construct traffic signal or roundabout	Undetermined	Undetermined	2007 DCTP	\$0	Nevada Northwest LLC required to construct signal with phase 4, or prior to obtaining a building permit for the casino w/ intercon. FUNDED BY OTHERS.
10	Dresslerville Road/Centerville Road intersection; install traffic signal with advance warning signs, or roundabout Signal poles with street lights have been installed.	Undetermined	Undetermined	1996 MP	Undetermined	Developer Contributions held in Deferred Revenues. Coordinate with NDOT. Reevaluate with MP update. UNFUNDED
11	Muller Parkway/Toler intersection Construct traffic signal or roundabout when warranted.	Undetermined	Undetermined	DCPW	Undetermined	Cost participation by various Developers. Contributions held in deferred revenue account. UNFUNDED
12	US395/Stodick Parkway intersection; install traffic signal and associated improvements or roundabout	\$350,000	Undetermined	2007 DCTP	Undetermined	Monitor LOS at intersection following construction of Waterloo Lane Extension to meet Stodieck Parkway. UNFUNDED
13	SR756/Waterloo Lane intersection; install traffic signal and associated improvements, or roundabout. A roundabout would eliminate the need for a right turn lane, see item 6 above.	Undetermined	Undetermined	1996 MP/2012 RSA	Undetermined	Monitor LOS at intersection following construction of Waterloo Lane Extension. A 2012 RSA recommends a roundabout be considered. UNFUNDED
14	Kingsbury Grade/Foothill Road/Mottsville Road intersection; install traffic signal or roundabout	Undetermined	Undetermined	1996 MP	Undetermined	Reevaluate need with the next update to the transportation master plan. UNFUNDED
15	US395/SR208 intersection (at Holbrook Junction); install traffic signal and Associated improvements	Undetermined	Undetermined	1996 MP	\$0	Reevaluate need with the next update to the transportation master plan. UNFUNDED
16	Tillman/Kimmerling intersection; construct roundabout or traffic signal.	Undetermined	Undetermined	DCCD/DCPW	Undetermined	Some developer contributions collected. UNFUNDED
17	US 395/East Valley Road; traffic signal	Undetermined	Undetermined	2007 DCTP	Undetermined	2007 DCTP UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
INTERSECTION IMPROVEMENT PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
18	Zerolene/US395 intersection; install traffic signal (or roundabout) County needs to acquire additional R/W that developer has been unable to acquire on NE corner of intersection. See item 2 above.	Undetermined	Undetermined	US395 Study/2007 DCTP	Undetermined	Identified in the US 395 Southern Sierra Corridor Study as a future traffic signal location. The Ranch at Gardnerville must construct the Zerolene road improvements. UNFUNDED
19	Johnson Lane/US Hwy 395 intersection; Construct interchange per US395 Study.	\$5,000,000	2016 - 2030	US395 Study	Undetermined	Needed to improve traffic flow and safety. Obtain R/W. Included in NDOT 2015-2021 LRE. UNFUNDED
20	Stephanie Way/US Hwy 395 intersection; Construct overpass per US395 Study.	\$5,000,000	2016 – 2030	US395 Study	Undetermined	Anticipate \$60,000 in developer contributions. Obtain R/W. Included in NDOT LRE for 2012-2020. UNFUNDED
21	Genoa Lane/Airport Road/US 395 intersection; Construct interchange per US395 Study.	\$7,000,000	2016 - 2030	US395 Study	Undetermined	Needed to improve traffic flow and safety. Realign Genoa Lane and Airport Road to a common intersection with US395. Obtain R/W. Included in NDOT LRE for 2015-2021. UNFUNDED
22	Muller Lane/US 395/Muller Parkway intersection; Construct interchange per US395 Study.	\$7,000,000	2016 - 2030	US395 Study	Undetermined	Needed to improve traffic flow and safety. UNFUNDED Included in NDOT LRE for 2012-2020.

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
TRANSIT PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
1	BlueGO service at Lake Tahoe; Fixed route and flex-route services through contract with Tahoe Transportation District (TTD) See TTD agreement for details.	Unknown	ANNUAL	BCC	\$100,000	Year-round service began in 2005. Contract with TTD started October 1, 2010. Funded \$50K from TDTD, and \$50K from AQMF, if AQMF funds are available for that use. To date they have not been available.
2	Douglas Area Rural Transit (DART); Provides service to the Minden, Gardnerville, Gardnerville Ranchos, Ruhenstroth, Genoa, Johnson Lane and Indian Hills areas.	\$569,676	ANNUAL/ONGOING	NEEDS	\$184,445	Funding shown in spreadsheet as zero dollars because matching funds are paid from the General Fund and \$20,000 from a State grant, not RTC or TDTD.
3	Kingsbury/US50 Transit Center; Lease space for transit services and for BCC meetings.	\$35,000	ANNUAL/ONGOING	BCC	\$35,000	(EIP #777) See Res. 2008R-071 and 072 and Res. 2009R-021 re: payment.
4	Contract with SS/TMA for professional services as an advocate for County objectives in the Tahoe basin.	\$2,500	ANNUAL/ONGOING	SS/TMA	\$2,500	Annual contract approved by BCC on March 15, 2007.
5	Tahoe Ski Bus – This bus shuttles students from the Carson Valley to Heavenly Ski Resort	\$15,000	ANNUAL/ONGOING	PARKS	\$15,000	Funded from TDTD funds beginning FY 13/14
6	Triangle Route Transit Service connecting Minden/Gardnerville to Carson City and Stateline.	Unknown	Ongoing	TTD/CAMPO	\$0	This service replaced the Kingsbury Commuter Shuttle and is operated by the TTD using 5311 funds. FUNDED BY OTHERS
7	Transit Facilities; bus shelter in Stateline on US Hwy 50 westbound. Originally planned To be at Harvey's, it will likely be relocated due to potential utility conflicts.	Undetermined	Undetermined	TTD	\$0	Will serve BLUEGO and the Triangle Route Transit Service. Implementation by TTD. FUNDED BY OTHERS
8	"Park & Ride" Lots; construct near US395 intersection with Stephanie Way, Johnson Lane, Riverview Drive, Muller Lane, Mica Drive, Jacks Valley Road.	Undetermined	Undetermined	1996 MP	Undetermined	Requested construction by NDOT. Reevaluate with update to transportation master plan. UNFUNDED
9	Acquire V&T right-of-way for future transit service corridor	Undetermined	Undetermined	BCC	Undetermined	Direction from Board of Commissioners at 3/2/00 meeting. UNFUNDED
10	US Hwy 50 Casino Core, landscaping, transit and pedestrian improvements. Needed, per SSAP, with funding by NDOT and the casinos. In the SSAP, refer to Tahoe Goal 4, Action 4.2.	Undetermined	Undetermined	SSAP	\$0	The Casino Core improvements will be addressed with the realignment of US 50 along Lake Parkway East. Refer to the US 50 South Shore Community

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
BIKE AND PEDESTRIAN FACILITIES PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
1	ADA Compliance Implementation Plan. Provide ADA-compliant pedestrian facilities, primarily sidewalks and pedestrian ramps. Potential for grant funding.	\$30,000	FY 15/16	DCPW	\$30,000	Annual ongoing program for urban areas with first priority along routes requested by handicapped persons. Transition Plan in CAMPO area has been started.
		\$30,000	FY 16/17	DCPW	\$30,000	
		\$30,000	FY 18/19	DCPW	\$30,000	
		\$30,000	FY 19/20	DCPW	\$30,000	
2	Widen Bridge #287 on SR 756; Provide bike/pedestrian improvements over the bridge and connect to existing sidewalks north and south of the bridge.	\$588,000	2017-18	GARDNERVILLE	\$28,000	NDOT approved this in 2013 as a Transportation Alternatives Program project. NDOT will design & construct.
3	Widen existing roadway to provide 5 foot bike lanes on SR756 from Bridge #287 to Waterloo Lane at Lampe Park.	\$600,000	2016-17	DCPW/GARD	\$30,000	NDOT approved this in 2014 as a Transportation Alternatives Program project. TAP grant and LPA program with NDOT to kick-off Jan 15
4	Martin Slough Pedestrian/Bike Path; Construct missing segments from Chichester Estates to Lucerne Street. RO Anderson will design. \$585,238 grant funding from NDOT. \$50K County contribution is from the General Fund.	\$810,238	2015 - 2016	DCCD	\$225,000	NDOT approved this in 2013 as a Transportation Alternatives Program project with \$50K from DC, \$25K from Town of Gardnerville, \$25K from Town of Minden, \$100K from The Ranch at Gardnerville, and \$25K from Dean Seaman Found.
5	Stateline Bikeway Demonstration Project; Phase III from CA/NV state line on Lake Parkway to Kahle Drive; The Tahoe Transportation District is the lead agency and is working with Edgewood to complete the improvements on their property.	Undetermined	2015-2016	TTD	Undetermined	The segment along Laura Drive will be constructed in 2014. The project is funded with Question 1 funds. The Douglas County Parks Department will maintain the trail.
6	Construct Class II Bike Lane along US 50 from Stateline to Kahle Drive.	Indetermined	2015-2016	TMPO	\$0	These improvements are consistant with the Tahoe BPP. FUNDED BY NDOT.
7	Lake Village Drive/Echo Drive; designate these streets as a bike route with appropriate signage, possible pavement markings and way finding signage.	\$2,000	2015-2016	SSAP	\$2,000	These improvements will improve public awareness of the existing trail system.

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
BIKE AND PEDESTRIAN FACILITIES PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
8	Elks Point Road from US Hwy 50 to McFaul Way; designate this street as a bike route with appropriate signage and possible pavement markings. Will connect existing bike lanes to existing trail. Round Hill GID maintains this road and can make the appropriate improvements.	\$2,000	2015-2016	TMPO	\$0	The need for these improvements was identified by the TMPO during the 2014 public input process to update the 5-Year Transportation Plan. FUNDED BY OTHERS
9	Stateline to Stateline Bikeway Project; this project will ultimately circumscribe Lake Tahoe.	Undetermined	2015-2016	TTD	Undetermined	TTD is the lead agency. Project will be constructed in phases as funding, etc., becomes available. UNFUNDED
10	Zephyr Cove Campground to Zephyr Cove Stables Multi Use Trail Extension to Warrior Way	Undetermined	2016-2017	SSTMA	Undetermined	This trail would be constructed to attract beach going people to the pedestrian crossing at Zephyr Cove traffic signal. UNFUNDED
11	US Hwy 50 from Lake Parkway to Kingsbury Grade; construct new sidewalk along the easterly side of the road.	Undetermined	2015-2016	SSAP	Undetermined	NDOT should construct this sidewalk because they own and maintain US Hwy 50. This should be done with the Revitalization Project at the latest. UNFUNDED
12	Market Street to Van Sickle Bi-State Park; Construct a shared use path from the south end of Market Street to the park, and designate Market Street as a bike route.	Undetermined	2015-2016	SSAP	Undetermined	Designation of Market Street as a bike route should occur concurrent with construction of the path. UNFUNDED
13	Pine Ridge Drive from Kingsbury Grade to the cul-de-sac; designate this street as a bike route.	\$1,000	2015-2016	SSAP/LTRBPP	\$0	Kingsbury General Improvement District maintains Pine Ridge Drive and can install the appropriate signage. UNFUNDED
14	The Sierra Colina development improvements and bike routes (LPF's 2, 4, 5), located south of Lake Village Drive. If the project does not move forward the sidewalk improvements shown in the SSAP would likely be implemented as shared use paths.	Undetermined	2015-2016	SSAP	Undetermined	It is unclear whether Sierra Colina development will ever go forward. The SS/TMA believes these improvements are needed. UNFUNDED
15	Class 1 Multi-Use Trail to connect Kahle Community Park with the US 50 Kahle Drive Intersection.	Undetermined	2017/2018	SSTMA	\$0	These improvements are discussed in the Burke Creek-Rabe Meadow Complex Master Plan (November 2014). UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
BIKE AND PEDESTRIAN FACILITIES PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
16	Kingsbury Grade from US Hwy 50 to Dagget Pass; construct bike lanes or wide shoulder.	Undetermined	Undetermined	LTRBPP	\$0	These improvements should be constructed by NDOT with the reconstruction of Kingsbury Grade in 2014/15. FUNDED BY OTHERS
17	SR88/US395 intersection landscaping project. Remove asphalt concrete medians. Install landscaping, irrigation, sidewalk crossing, etc.	Undetermined	Undetermined	DCPW/MINDEN	Undetermined	Town of Minden has indicated a desire to construct this project. Possible future roundabout at this location. FUNDED BY OTHERS
18	US 395 Sidewalk Improvements Adjacent to Kings Lane in Gardnerville	\$329,000	Undetermined	NDOT	\$48,237	NDOT Statewide Transportation Improvement Program TAP Funds
19	SR756, from Douglas Avenue to Dresslerville Road; On-street trail (bike lanes). Approx. length 10,200 feet	Undetermined	Undetermined	Trails	\$0	Widen existing roadway, stripe and sign for bike lanes. SR756 is maintained by NDOT. Very high priority per the Trails Plan. FUNDED BY OTHERS
20	Along US 50 from Kahle Drive north to Elks Point Road and beyond; construct shared use path and bike lanes.	Undetermined	Undetermined	SS/TMA/LTRBPP	\$0	SS/TMA is coordinating with NDOT and the USFS. FUNDED BY OTHERS
21	Along US 50 from Kahle Drive to Elks Point Road; construct sidewalk.	Undetermined	Undetermined	LTRBPP	Undetermined	See figure 11 of LTRBPP, Existing and Proposed Bike/Ped Network
22	County Road, from SR88 to 2nd Street; On-street trail (bike lanes). Approx. length 5,200 feet	\$8,000	Undetermined	Trails	\$8,000	Stripe and sign existing roadway. Very high priority per the Trails Plan. UNFUNDED.
23	2nd Street, from County Road to Wildrose; On-street trail (bike lanes). Approx. length 250 feet Priority per the Trails Plan.	\$1,000	Undetermined	Trails	\$0	Stripe and sign existing roadway. 2nd Street is maintained by the Town of Minden. Very high priority per the Trails Plan. FUNDED BY OTHERS
24	Wildrose, from 2nd Street to Spruce Street; On-street trail (bike lanes) Approx. length 1,400 feet.	\$3,000	Undetermined	Trails	\$0	Stripe and sign existing roadway. Wildrose is maintained by the Towns of Minden & Gardnerville. Very high priority per the Trails Plan. FUNDED BY OTHERS.

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN
BIKE AND PEDESTRIAN FACILITIES PROGRAM

	ROADWAY LOCATION AND DESCRIPTION OF WORK	ESTIMATED COST	SCHEDULE	PROJECT SOURCE*	COUNTY SHARE	COMMENTS
25	Spruce Street, from Wildrose to Douglas; On-street trail (bike lanes) Approx. length 500 feet	\$1,000	Undetermined	Trails	\$0	Stripe and sign existing roadway. Spruce Street is maintained by the Town of Gardnerville. Very high priority per the Trails Plan.
26	Douglas Avenue, from Spruce Street to SR756 On-street trail (bike lanes) Approx. length 3,100 feet.	\$5,000	Undetermined	Trails	\$0	Stripe and sign existing roadway. Douglas Avenue is maintained by the Town of Gardnerville. Very high priority per the Trails Plan. FUNDED BY OTHERS.
27	Dresslerville Road, from SR756 to Riverview Drive intersection; On-street trail (bike lanes). Approx. length 7,600 feet.	Undetermined	Undetermined	Trails	Undetermined	Widen roadway, stripe and sign for bike lanes. Very high priority per the Trails Plan. UNFUNDED
28	Tillman Lane, from Dresslerville Road to Kimmerling Road; On-street trail (bike lanes) Approx. length 6,500 feet	Undetermined	Undetermined	Trails	Undetermined	Widen roadway, stripe and sign for bike lanes. Very high priority per the Trails Plan. UNFUNDED.
29	Implement Douglas County Comprehensive Trails Plan. Implement all projects with priorities that are less than "high".	Undetermined	2015 - 2030	Trails	Undetermined	Refer to Comprehensive Trails Plan, adopted June 5, 2003. UNFUNDED

DOUGLAS COUNTY 5-YEAR TRANSPORTATION PLAN - FUNDED PROJECTS (thousands of dollars)

			Year 1			Year 2			Year 3			Year 4			Year 5		
	Draft		FY 15/16			FY 16/17			FY 17/18			FY 18/19			FY 19/20		
			430	232	236	430	232	236	430	232	236	430	232	236	430	232	236
			4 cent gas tax (RTC)** plus residential and commercial constr. taxes, and general fund transfer	6.35 cent gas tax plus Valley Room Tax (BCC)*	1% Room Tax at Lake Tahoe (TDTD)	4 cent gas tax (RTC)** plus residential and commercial constr. taxes, and general fund transfer	6.35 cent gas tax plus Valley Room Tax (BCC)*	1% Room Tax at Lake Tahoe (TDTD)	4 cent gas tax (RTC)** plus residential and commercial constr. taxes, and general fund transfer	6.35 cent gas tax plus Valley Room Tax (BCC)*	1% Room Tax at Lake Tahoe (TDTD)	4 cent gas tax (RTC)** plus residential and commercial constr. taxes, and general fund transfer	6.35 cent gas tax plus Valley Room Tax (BCC)*	1% Room Tax at Lake Tahoe (TDTD)	4 cent gas tax (RTC)** plus residential and commercial constr. taxes, and general fund transfer	6.35 cent gas tax plus Valley Room Tax (BCC)*	1% Room Tax at Lake Tahoe (TDTD)
PROGRAM	Project Description	Limits/Description															
	(A) Opening Balance July 1 (includes reserves		\$4,430	\$813	\$393	\$1,516	\$784	\$434	\$1,553	\$784	\$474	\$2,092	\$784	\$513	\$2,478	\$784	\$551
	Reserve - one month's revenue		\$246	\$167	\$41	\$254	\$167	\$41	\$254	\$167	\$41	\$254	\$167	\$41	\$254	\$167	\$41
	Reserve - Drayton Blvd		\$450			\$450			\$450			\$450			\$450		
	Reserve - Muller Parkway "C1" and "C2"		\$446			\$446			\$446			\$446			\$446		
	Reserve - Road Equipment Replacement			\$477			\$477			\$477			\$477			\$477	
	Reserve - Emergency Road Work			\$140			\$140			\$140			\$140			\$140	
	(B) Subtotal of Reserves		\$1,142	\$784	\$41	\$1,150	\$784	\$41	\$1,150	\$784	\$41	\$1,150	\$784	\$41	\$1,150	\$784	\$41
	(C) Funds Available July 1 (A-B)		\$3,288	\$29	\$352	\$366	(\$0)	\$393	\$403	(\$0)	\$433	\$942	\$0	\$472	\$1,328	\$784	\$510
	(D) Estimated Revenue		\$2,955	\$1,503	\$492	\$3,044	\$1,503	\$492	\$3,045	\$1,503	\$492	\$3,045	\$1,503	\$492	\$3,045	\$1,503	\$492
	(E) Funds Available for projects (at year's end) (C+D)		\$6,243	\$1,532	\$844	\$3,410	\$1,503	\$885	\$3,448	\$1,503	\$925	\$3,987	\$1,503	\$964	\$4,373	\$1,503	\$1,002
Rout. Maint.	1. County-wide	General road maintenance		\$625	\$0		\$592	\$0		\$584	\$0		\$576	\$0		\$568	\$0
Rout. Maint.	2. Stateline Stormwater	Ongoing cleaning, testing		\$15			\$15			\$15			\$15			\$15	
Rout. Maint.	3. Snow Removal	Stateline parking garage			\$25			\$25			\$25			\$25			\$25
Rout. Maint.	4. Traffic signal upgrades	Improve video detection															
Prev. Maint.	1. Road Seal & Overlay	County wide	\$700			\$800			\$900			\$1,000			\$1,000		
Engineering	Geotech and Engineering	County wide	\$200			\$200			\$200			\$200			\$200		
Rehabil.	1. Toler Road	Elges to Willow Creek	\$1,000														
Rehabil.	2. Buckeye Road	Heybourne Rd to Orchard Rd	\$1,250														
Rehabil.	3. Jacks Valley Road	School to Genoa	\$800			\$800											
Rehabil.	4. Pioneer Trail area	Rehabilitate Roads	\$100														
Rehabil.	5. Waterloo Lane	from SR756 to US395	\$700														
Rehabil.	6. Bridges and culverts	Upgrades to crossings	\$350														
Rehabil.	7. Lengthen culverts	Centerville Lane; Mottsville	\$60			\$60			\$60			\$60			\$60		
Rehabil.	8. Fredericksburg Road	Improve drainage	\$90									\$850			\$1,050		
Rehabil.	9. Rehabilitation	Roads to be determined				\$600			\$800								
Capacity																	
Inters. Impr.	1. Waterloo/US395	Capacity improvements															
Inters. Impr.	2. Zerolene/US395	Acquire right-of-way															
Inters. Impr.	3. Airport Road/US395	Safety Improvements ¹				\$0											
Transit	1. BlueGo	Fixed Route & Flex-route			\$50			\$50			\$50			\$50			\$50
Transit	2. DART	Fixed Route & Flex-route ²	\$0			\$0			\$0			\$0			\$0		
Transit	3. Kingsbury/US50	Transit Center			\$35			\$35			\$35			\$35			\$35
Transit	4. Contract with SS/TMA	Advocate for Tahoe Basin			\$3			\$3			\$3			\$3			\$3
Transit	5. Tahoe Ski Bus	Shuttle students to Heavenly			\$15			\$15			\$15			\$15			\$15
Bike & Ped.	1. ADA Compliance	Sidewalk improvements	\$30			\$30			\$30			\$30			\$30		
Bike & Ped.	2. Bridge #287 widening	Centerville Lane/Cottonwood	\$30														
Bike & Ped.	3. SR756 Bike Lanes	Cottonwood to Waterloo	\$30														
Bike & Ped.	4. Martin Slough Trail	Construct sidewalks & ramps															
Bike & Ped.	5. Stateline Bikeway Demo	Lake Parkway to Kahle Dr. ³			\$0												
Admin	Cost Allocation	Administration & Overhead	\$30	\$53	\$2	\$30	\$53	\$2	\$30	\$53	\$2	\$30	\$53	\$2	\$30	\$53	\$2
Admin	Debt Service	Highway Bonds	\$228	\$50		\$225	\$50		\$223	\$50		\$224	\$50		\$0	\$50	
Admin	Debt Service	Parking Structure Bond	\$11		\$288			\$289			\$291			\$291			\$291
Admin	Services & Supplies			\$10		\$0		\$10	\$0		\$10	\$0		\$10	\$0		\$10
Admin	Staff	Salaries, Benefits & Insur.	\$170	\$791	\$14	\$172	\$799	\$14	\$173	\$807	\$14	\$175	\$815	\$14	\$177	\$823	\$15
Admin	Transfer Out		\$100		\$10	\$100		\$10	\$100		\$10	\$100		\$10	\$100		\$10
	(F) Total Expended (excl. Spending Reserves)		\$5,879	\$1,534	\$452	\$3,017	\$1,509	\$453	\$2,516	\$1,509	\$455	\$2,669	\$1,509	\$455	\$2,647	\$1,509	\$455
	(G) Interest Earned		\$10	\$2	\$1	\$10	\$6	\$1	\$10	\$6	\$1	\$10	\$6	\$1	\$10	\$6	\$1
	(H) Ending Fund Balance (E-F+G)		\$374	(\$0)	\$393	\$403	(\$0)	\$433	\$942	\$0	\$472	\$1,328	\$0	\$510	\$1,736	(\$0)	\$541

FOOTNOTES:

* - The revenue shown for the 6.35 cent gas tax includes the 1% Room Tax collected in the Carson Valley (estimated at \$75K and a transfer of \$214K from property tax beginning FY 13/14. The 6.35 cent funds are used for routine maintenance

** - The revenue shown for the 4-cent gas tax includes the \$500 residential construction tax (estimated at \$30K for FY 13/14 and the \$0.50/SF commercial construction tax (estimated at \$100K for FY 13/14). Also, the FY 13/14 revenue shown for the 4-cent gas tax includes \$398K from property taxes. This amount increases by \$140K annually to a maximum of \$817K.

1 - Funding for Airport Road improvements is from developer contributions and NDOT

2 - DART is funded from grants and the General Fund

3 - The Stateline Bikeway Demonstration Project is funded with Question 1 funds	
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PUBLIC INPUT

South Shore Transportation Management Association
PO Box 1875
Zephyr Cove, NV 89448

*A non profit community forum advocating
transportation and mobility solutions*

Date: January 9, 2014

To: Mr. Jon Erb, P.E.
Douglas County Public Works

Fr: Steve Teshara, Chair

Re: Initial Comments - Annual Douglas County 5-Year Transportation Plan Update

Per the timetable you have established for this cycle of the annual 5-Year Plan Update process, the South Shore Transportation Management Association (SS/TMA) appreciates this opportunity to provide our initial round of comments. For this purpose, I have reviewed the existing Plan approved March 20, 2014.

The update will be an agenda item for our first SS/TMA meeting of 2015, set for 8:30 a.m. on Friday, January 16. At that time, we will begin the process of coordinating input and comments with SS/TMA partners and forum participants. As you know, you are in our e-mail database so will be getting the meeting notice and agenda and are always welcome to attend, inform, and participate in our SS/TMA discussions.

Comments to Date

Bike and Pedestrian Facilities Program

SS/TMA appreciates that a number of bike and pedestrian facilities were identified and added to the Plan during the last update cycle. This input came from a variety of sources, including SS/TMA, Tahoe Transportation District (TTD), Tahoe Metropolitan Planning Organization (TMPO), Douglas County South Shore Area Plan (SSAP), and the Lake Tahoe Region Bicycle and Pedestrian Plan (LTRBPP). TRPA/TMPO has initiated an update for the LTRBPP (2010) during 2015 so we anticipate additional bike and pedestrian facilities may be identified for next year's County 5-Year Transportation Update process.

Requested Addition for this Update Cycle

In discussions at SS/TMA and in the *Burke Creek-Rabe Meadow Complex Master Plan* (Final - November 2014), the need has been identified for **a Class 1 multi-use trail to connect Kahle Community Park with the US 50 Kahle Drive intersection**. The purpose of this trail would be to provide a safe trail, constructed to contemporary Class 1 standards, from the Kahle Park and Community Center to the intersection and the "Stateline Bikeway South Shore Demonstration Project" multi-use trail located on the Lake side of US 50. This connection would also be to the sidewalk/trail improvements proposed along the full length of Kahle Drive from US 50 toward the Lake and the entrance of the proposed Tahoe Beach Club development.

Currently, Kahle Park and the US 50 intersection are "connected" by a relatively narrow asphalt "trail" which is actually more like a walking path or sidewalk than a multi-use trail. The section from the park to the intersection is very steep and particularly narrow. As recognized in the

Burke Creek-Rabe Meadow Complex Master Plan (page 16), “Due to the steep slopes in this area, the path will need to be a switchback trail in order to minimize the grades. Even with a switchback trail, as design of this path moves forward, safety measures will need to be evaluated.”

Kahle Drive

For many years, the County 5-Year Transportation Plan has carried the “Kahle Drive; Reconstruct roadway” project under its Rehabilitation and Reconstruction Program. SS/TMA recognizes that Kahle Drive is not a County road. However, we also understand that the Oliver Park General Improvement District does not have the expertise or financial resources to undertake this important reconstruction project. In an effort to find a way forward, SS/TMA has been engaged with other interested parties in looking at what needs to be done to secure funding for the design and reconstruction of Kahle Drive and to identify the appropriate entity to assume responsibility for the on-going maintenance and operation of the road.

To this end, SS/TMA participated in developing The Kahle Drive Vision (October 2014).

This vision document was prepared by Design Workshop with input from a number of sources, including the South Shore Vision Plan (September 2011), Douglas County South Shore Area Plan (SSAP), development of the draft County Tahoe Douglas Area Plan (TDAP), planning and design for the Burke Creek Restoration Project, and from property and others in the Kahle Drive area.

We are providing a copy of **The Kahle Drive Vision** for your review and information as part of these initial comments on the 5-Year Transportation Plan update process. SS/TMA will provide additional background and comments related to Kahle Drive in our subsequent round of comments.



Date: January 27, 2015

To: Mr. Jon Erb, P.E.
Douglas County Public Works

Fr: Steve Teshara, Chair

Re: Additional Comments - Annual Douglas County 5-Year Transportation Plan Update

The purpose of this memorandum is to summarize SS/TMA's request for Douglas County Public Works to prepare an estimate of the cost of reconstructing Kahle Drive in Stateline.

The reconstruction of Kahle Drive is a project that has been identified in the Douglas County 5-Year Transportation Plan since 1998. However, Kahle Drive is not a County road and no funding has been identified for the reconstruction. Given the projects and planning initiatives now underway in the Lower Kingsbury/Kahle Drive area, including the County's Tahoe Douglas Area Plan, the SS/TMA and its forum participants believe the time is right for a discussion among the appropriate parties to determine a lead agency and partners for the reconstruction of Kahle Drive. To begin this dialogue, it is essential to know the amount of funding required.

The estimate should include the cost of removing the existing roadbed and pavement, re-grading for a properly contoured base, the installation of all required drainage infrastructure, and a new roadbed and pavement. As you and I have discussed, Michael Pook at the Nevada Tahoe Conservation District (NTCD) has conducted at least some of the analysis necessary to determine the drainage infrastructure needed as part of the Kahle Drive reconstruction. Accordingly, Michael would be a resource for you in developing the cost estimate.

We believe Douglas County is the logical entity to take the lead and develop the information necessary to advance the reconstruction of Kahle Drive. We recognize the Oliver Park General Improvement District does not have the technical capability or other resources necessary to undertake this leadership. The SS/TMA is prepared to continue its community advocacy role of bringing potential partners to the table to identify funding sources for the reconstruction itself. For the longer-term, as SS/TMA Chair, I have been in conversation with Cameron McKay, General Manager at the Kingsbury General Improvement District (KGID) about the District's potential interest in assuming responsibility for the on-going operations and maintenance (O & M) of a reconstructed Kahle Drive. As you are aware, KGID is currently constructing a new water treatment facility near the end of Kahle Drive so the District is clearly an "interested party" in the reconstruction and long-term O and M of the road. Mr. McKay recently provided me with an initial rough estimate of the annual cost of Kahle Drive O & M, based on certain reconstruction assumptions. In turn, I have provided you with Mr. McKay's estimate.

Beyond the basic reconstruction of Kahle Drive, there is a longer-term vision for development of a "complete streets" approach, with sidewalks, bike routes and trails, the undergrounding of

overhead utilities, landscaping and other features. This is illustrated in *The Kahle Drive Vision* prepared by Design Workshop and the SS/TMA in October 2014 with input from local businesses, project developers, and others. But the first step toward refining and realizing the longer-term vision is to develop a cost estimate for the reconstruction of Kahle Drive.

Please let SS/TMA know what additional actions we can take to support your efforts to estimate the cost of reconstructing Kahle Drive to current standards as generally described in paragraph two, above.



sstma

South Shore Transportation Management Association

*A non profit community forum advocating
transportation and mobility solutions*

Date: February 9, 2015

To: Mr. Jon Erb, P.E.
Douglas County Public Works

Fr: Steve Teshara, Chair

Re: 3rd Comment Letter - Annual Douglas County 5-Year Transportation Plan Update

In the course of soliciting and organizing input for the County's annual 5-Year Transportation Plan Update, SS/TMA has identified an additional short trail segment we recommend be added to the Bike and Pedestrian Facilities Program.

The purpose of the segment would be to connect the Warrior Way area to a new bicycle/pedestrian path scheduled for construction this summer by the US Forest Service Lake Tahoe Basin Management Unit (LTBMU). Mr. Garrett Villanueva, Assistant Forest Engineer, has confirmed the project. I have attached a summary project description provided by Mr. Villanueva.

SS/TMA is making this recommendation as part of our response to concerns about safety at the intersection of Warrior Way and US Highway 50 at Lake Tahoe. These concerns were expressed in a letter to Douglas County Planning Manager Hope Sullivan dated November 22, 2014. The letter was signed by Ms. Shirlee Giacomelli, the parent of a George Whittell High student, and co-signed by high school principal Mr. Crespín Esquivel, as well as by the president of the Whittell High Booster Club, the president of Zephyr Cove Elementary School Parents Club, the president of the Tahoe Douglas Senior Center, and Mr. Kevin Kjer, a member of the Tahoe Douglas Fire Protection District Board of Directors. All the co-signers represent organizations with facilities and/or activities located on Warrior Way. As you know, there are also County facilities along Warrior Way, including Zephyr Cove Park and the Tahoe Branch library.

The new path will be located on Forest Service land between the Zephyr Cove Campground and Zephyr Cove Stables. It will connect to the existing traffic signal on US 50 at the Zephyr Cove Resort. While it will not connect beyond USFS property to Warrior Way, the project will leave a relatively short distance to make that link. With a future short addition, the one SS/TMA is asking you to add to the 5-year Plan, pedestrians and cyclists will ultimately be able to travel from Warrior Way to the signal at Zephyr Cove Resort. While not a total solution to the safety issues at Warrior Way and 50, it would certainly be progress in the right direction, reducing at least the number of people who dash across the 4-lane highway at Warrior Way to access Zephyr Cove Resort.

Should you need additional information about the Forest Service project, Garrett Villanueva can be contacted at 530-543-2762 or at gvillanueva@fs.fed.us

Thank you in advance for your consideration of this request.

This information was provided to the SS/TMA by Mr. Garret Villanueva, Assistant Forest Engineer, US Forest Service Lake Tahoe Basin Management Unit

Zephyr Cove Bike Path

This project is the construction of an approximately 765 foot long paved bike path, including an approximately 200 foot long section of elevated board walk, on Forest Service land between the Zephyr Cove Campground and the Zephyr Cove Stables. The work will include the relocation of approximately 250 feet of existing split rail fence, the alteration of pavement markings on the Zephyr Cove Campground driveway, and possibly the relocation or protection of nearby water utilities. The first 200 feet of the alignment will be located within the Nevada Department of Transportation right-of-way and within close proximity to existing electrical infrastructure and highway signage.

The path will conform to the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 4th Edition, as well as the Manual on Uniform Traffic Control Devices (MUTCD) and the Architectural Barriers Act (ABA). The elevated board walk will conform to the 2012 International Building Code (most current).

The width of the asphalt pavement travel surface of the path (bike and pedestrian, so a multi-use path) as well as the clear width of the elevated board walk will be ten (10) feet. The paved section of the path will have a compacted aggregate base shoulder at least two feet wide.

Other Design Specifications and Considerations

The thickness of the asphalt pavement (3 inches) and aggregate base (4 inches) shall be minimum values. The clearing limit for the entire path will be eight feet from the centerline, although this will not always be possible. For example, the path must pass between an electrical box and a large tree with only 13 feet of total clearance (trees larger than 30 inches in diameter at breast height cannot be removed). On the elevated board walk, on all edges that do not require a rail system, a curb will be installed. The curb shall be at a minimum of 9 inches high with minimum 3 inch high drainage scuppers. The deck and curb/railing will be constructed using natural materials and shall be designed to accommodate a snow load, consistent with appropriate building codes.



Mail

PO Box 5310
Stateline, NV 89449-5310

Location

128 Market Street
Stateline, NV 89449

Contact

Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

Date: February 10, 2015
To: Jon Erb, Douglas County
From: TRPA/TMPO Transportation Team
Subject: 5 Year Transportation Plan for Douglas County, Nevada

Thank you for giving the Tahoe Regional Planning Agency / Tahoe Metropolitan Planning Organization the opportunity to comment on the 5 Year Transportation Plan for Douglas County, NV. Please see below for our comments and recommendations, and feel free to contact Karen Fink or Morgan Beryl to discuss further, if necessary.

Best,

Morgan Beryl
mberyl@trpa.org
775.589.5208

COMMENTS:

Section II: Identification of Programs and Projects:

1. *Page 2: Intersection Improvement Program (p.2):* Recommend changing to, "It could also include adding traffic lanes and other improvements that increase the capacity of existing roads or intersections, or provide improvements for biking, walking, or transit."

Projects Added:

2. *Page 5: Sidewalk improvements along the north/east side of Lake Parkway East from the Nevada state line to US Hwy 50.*
This project has been struck from the updated Bike & Pedestrian Plan (BPP).
3. *Page 5: Sidewalk along Kahle Drive from US Hwy 50 to the end of the road.*

This is currently not identified as a need in the updated BPP, however it is understood the area is in need of improvements. We recommend designating the area for “Complete Street Improvements” rather than individual elements only.

4. *Page 5: Designate Elks Point Road from US HWY 50 to McFaul Way as a bike route.*

This Class III bike route was updated in the BPP to propose including signage that connects the existing Class I bike trail to the Class II across the street on Elks Point Road, rather than leading the bike route to the shopping center. This language should be adjusted to reflect that change. This may also be a good location to indicate an intersection improvement for Bikes and Pedestrians.

Bike and Pedestrian Facilities Program:

5. *Page 10, Number 11: Kahle Drive; Reconstruct Roadway*

Consider changing this language to reflect “Complete Street Improvements” as discussed above (recommendation #3) rather than only roadway rehabilitation.

6. *Page 30, Number 8: Lake Parkway East; construct sidewalk along the mountain side of the road from the NV/CA Stateline to US Hwy 50.*

See #2.

7. *Page 31, Number 10: Market Street to Van Sickle Bi-State Park; construct shared-use path from the south end of Market Street to the park, and designate Market Street as a bike route.*

We recommend that bike route signage continue along Kingsbury Grade to connect Class 1 users to the Class I off of Pine Ridge. The BPP does not yet currently reflect this, but will most likely appear in the updated 2015 BPP.

- a. It may be beneficial to have a project that outlines incorporating the South Shore Wayfinding program currently piloted in CSLT. This could help to more quickly implement consistent wayfinding signage.

8. *Page 31, Number 14: Kahle Drive from US Hwy 50 to the end of Kahle; construct sidewalk along the south side of the road.*

This language should be consistent with our recommendation to include “Complete Street Improvements” rather than specific elements (recommendations # 3 & 5).

9. Please add a project that includes “Along US 50 from Stateline to Kahle Drive; construct class II bike lanes. (Funded by NDOT).”